

COUNTY DETECTIVE SMITH RESIGNS; IS IN COAL BUSINESS

Salary of \$1,800 Paid Official Is Declared to Be Insufficient.

MAKES MORE AS OPERATOR

Retiring Official First Named to Office in 1912 by S. Ray Shelby, District Attorney, Coming from Mines at Edenborn; Twice Reappointed.

The resignation of County Detective John J. Smith was presented to court in Uniontown this morning. In his letter, prepared about September 1, County Detective Smith said that the salary of \$1,800 a year is insufficient and that he is now engaged in the coal business, in which he is making much more money and to which he has found it is necessary to devote all his time.

Entitled to five county detectives, Fayette is now without any. "That the chief of detectives draws a salary of \$1,800 there is a legislative provision that the first assistant shall receive \$2,500. There is no assistant in Fayette county, however."

John Smith was first named county detective in 1912 by S. Ray Shelby, then district attorney, now a member of the Pennsylvania Public Service Commission. He was taken from the mines at Edenborn. He now returns to the mining industry as an operator. He was reappointed to office by District Attorney S. John Morrow and again by District Attorney William A. Miller, incumbent.

CAPT. "JIMMY" REED, VETERAN CONDUCTOR, DIES AT SOMERSET

Well-known Baltimore & Ohio Passenger Employee Had Enslavable Rail Service Career.

Captain James B. Reed, veteran Baltimore & Ohio Railroad company passenger conductor, for many years a resident of Connellsville, died Saturday night at his home at Somerset, to which place he removed several years ago after a long residence in Dormont and Knoxville, Pittsburgh. He had been ill several months. He was in his 83rd year.

"Jimmy" Reed was known to thousands of Western Pennsylvanians through friendships formed as a result of long years of service in charge of crack Baltimore & Ohio passenger trains between Pittsburgh and Cumberland, Md., and on branch lines. He also operated trains on the Confluence & Oakland and Fairmont branches, and was running on the Somerset & Cambria branch when illness forced his retirement. Both at Flatwoods, near Connellsville, May 26, 1883, he entered the service of the Baltimore & Ohio 11 years ago. With advancing years, although still a young man as years go, he found the demands of a main-line run to strenuous; the company gave him one of the best passenger runs on the Somerset & Cambria branch and several years ago he removed his family from Knoxville to Somerset, where he purchased a beautiful home and settled down among the "Frosty Sons of Thunder."

Mr. Reed was a son of Joseph P. Reed, deceased, and Elizabeth Karr Reed of the West Side. His ancestors were early settlers of Pennsylvania. He was educated in the public schools of New Haven and upon leaving school he adopted railroad work as his calling and in 1880, when but 17 years old, went to the Pittsburgh division of the Baltimore & Ohio railroad, commencing at the bottom and passing through different grades from brakeman to the position of passenger conductor. With the officials of the company he stood high and was especially popular with the traveling public. For a number of years he was on trains Nos. 3 and 6 on the main line. He was a member of the Somerset lodge, F. & A. M. and of the Order of Railroad Conductors.

Captain Reed was married at McKees Rocks June 11, 1889, to Miss Mattie Strong, daughter of James M. and Elizabeth Brown Strong. He is survived by his widow, three daughters, Elizabeth of Pittsburgh, Marian at home and Mrs. Althea Steele of Vandergrift; his mother, Mrs. Elizabeth Reed, Connellsville, and two brothers, Charles and George Reed, both of Pittsburgh. He was a member of the Knox's Presbyterian church and prominent in Masonic circles.

UTILITIES ONLY

To Be Given Preference Under Service Order No. 9.

Some of the carriers have been taking the position that they are entitled to be included in the provisions of paragraph four of Service Order No. 9, wherein provision is made assigned cars to be given to electric power and electric giants, interurban railways, gas plants, etc. If such carriers assigned cars under this provision for loading with railroad fuel for current use.

The Interstate Commerce Commission has ruled that the case that the steam railroads do not come within the purview of section four of Service Order No. 9 must confine themselves to procuring railroad fuel under assigned cars to the Interstate Commerce Commission's circular of April 15, 1920.

Under Service Order No. 9 the cars to be assigned for public utilities are to be supplied in addition to the car entitlement of the mines receiving such cars, when under the commission's circular of April 15, all assigned cars are to be counted against the private state of the mines loading them with railroad fuel.

CHANDLER GIVEN DINNER

Occasion Is Retirement of Electrical Engineer for Frick Company.

Members of the electrical department of the H. C. Frick Coke company gave a dinner Friday evening at the Titlow hotel, Uniontown, in honor of W. A. Chandler, electrical engineer for the company, who is leaving the company to accept the position of consulting engineer for the Hudson Coal company at Scranton. The function marked the close of a career of about five years with the H. C. Frick Coke company, during which time his good fellowship was enjoyed among all who knew him. Those in attendance were J. W. Beadling, George E. Grimm, V. W. Yabner, G. R. Herrington and W. W. Horne, Scottsdale; C. H. Sassen, P. B. Gordon, N. B. Reiger, A. Lecorubick, D. W. Huston, Charles E. Bell, John W. Jones and Harry Westbecker, Uniontown, and S. B. Buttermore, Connellsville.

During the dinner, a Masonic charm was presented to Mr. Chandler in token of the friendship and good will of the co-workers.

George E. Grimm will succeed Mr. Chandler.

THREE FIRST PLACE HONORS AT DENVER TO EASTERN TEAMS

Continued from Page One.

Space; Keystone Coal & Coke company, Greensburg, Captain John Webb, Jr.; Lehigh Coal & Navigation company, Lansford, Captain Frank O'Donnell; Temple Coal company, Tama No. 1, Scranton, Captain Harry Chapman; Temple Coal company, Tama No. 2, Scranton, Captain Harry Saxe. The Standard team was winner of first place among the Pennsylvania teams. The West Virginia entrants were: Davis Coal & Coke company, Thomas, Captain J. B. Watkins; New River company, Scarbro, Captain Louis Rongallone; State of West Virginia, Department of Mines, Prudens, Captain R. B. Overton.

The Lehigh Rescue Station team was the only Pennsylvania contender in the interstate mine rescue contest which it won.

One of the touching features of the meet was the presentation of gold medals and diplomas to the miners by the Joseph A. Holmes Safety association for heroic deeds in the mines. In a number of instances the medals were awarded to the next of kin, the miners whose deeds brought forth this recognition having died from their injuries at the time. Dr. Frederick G. Cottrill, director of the United States Bureau of Mines, awarded these medals.

USUAL LABOR DAY SLUMP OBSERVED IN COAL OUTPUT

Total Was 10,566,000 Net Tons, a Decrease of 605,000 Tons During the Holiday Week.

According to the report of the United States Geological Survey, the week of Labor Day was no exception to the rule that a holiday week in time of car shortage shows a decrease in total production but an increase in the rate per working day. The total output of soft coal, including lignite and coal coked, is estimated at 10,566,000 net tons, a decrease compared with the preceding 8-day week of 605,000 tons. Loadings on Labor Day itself were 7,802 cars, as against a daily average for the week before of 34,000 cars.

The observance of the holiday acted to improve the car supply on the remaining working days of the week, and largely as a result of this, the rate per day worked rose to 1,394,000 tons, the highest attained in any week since last January.

Production during the first 217 working days of the last four years has been as follows (in net tons): 1917 241,069,000 1918 241,228,000 1919 243,416,000 1920 243,148,000

The year 1920 is thus about fifteen million tons behind 1917, and forty-two and a third million tons behind 1918, but is fifty and three-quarter million tons ahead of 1919.

TO DEFINE STRIKE ONE DUTY OF STATE INDUSTRIAL BOARD

Proposed Building Code Another Subject for Discussion at the October Meeting.

The questions involved in the definition of a strike will be argued by the Pennsylvania Industrial Board at a meeting October 12, at a special committee of the board, headed by Otto T. Mallory, has been at work gathering information from several states and counties as to the circumstances surrounding industrial disputes and what are styled strikes, walkouts, lockouts and "vacations." It is expected some tentative definitions will be drawn up and submitted to a council of employers and employees for discussion.

The board will also take part in the discussion of a proposed building code for Pennsylvania, for which there has been considerable demand. The work of the former state commission, which, after two or three years of study, drafted a code which failed to pass is to be reviewed. The building code will be held here October 13. The housing code being drafted by a committee of the State Department of Labor and Industry and a committee of the State Chamber of Commerce, which is a separate proposition, is well advanced.

Earnings of Western Maryland. For the first four weeks of August the earnings of the Western Maryland railroad were \$1,847,108, an increase of \$843,802 over last year.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, September 18, 1920.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	182	Beatty	Greensburg
36	36	Brush Run	Mt. Pleasant
189	189	Chase	Greensburg
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Representatives of the schools of mines and technical institutes throughout the country have been re-

One Weekly Courier.

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JOHN E. GARY,
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THURSDAY MORNING, SEP. 23, 1920

THE Y. M. C. A. BILL.

While the city council has a very

proper reason to be anxious to pass the

bill, it is not to be expected that the

city council will pass the bill.

How far the city is liable for the

smallpox case of some weeks ago, the

municipal body will certainly not deny

that it has an obligation to discharge.

That the bill as rendered is a correct

or equitable measure of that obligation

there is, of course, wide differences

of opinion as shown by the de-

mand of the association on one hand

and the attitude of the members of

the council on the other.

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WHAT FAYETTE'S CENSUS SHOWS.

A study of the census returns for

Fayette county reveals the same drift

of population away from the agricul-

tural sections that is being reported

from other counties at large, but not

to the extent noticeable elsewhere in

the state. While every township in the

county in which farming is the principal

industry shows a decline in popu-

lation those townships where mining

is assuming larger proportions have

shown increase. The largest gain is

reported from Luzerne township,

where the population grew 4,458 dur-

ing the preceding 10 years. Other

gains are shown in the following or-

der: Redstone township, 3,871; Ger-

man township, 3,738; Georges town-

ship, 1,602; Nicholson township, 1,141;

North Union, 794; South Union, 622;

Springhill, 749; Sallitick, where the

newest mining developments are in

progress, 570; Brownsville township,

588; Perry, 480; Washington, 385;

Manlius, 249; and Lower Tyrone, 199.

The township showing the largest

decline was Dunbar, where a number

of mining operations have been aban-

doned since the census of 1910 was

taken. Other townships decreased as

follows: Upper Tyrone, 991; Bullis-

burg, 533; Stewart, 597; Franklin, 245;

Springfield, 247; Wharton, 52; Jeter-

son, 49; and Henry Clay, 32; a total

of 2,549.

Five of the boroughs showed small-

er populations in 1920 than in 1910.

Dunbar lost 387; Markleysburg, 351;

Chaplin, 30; Belle Vernon, 30; and

Vanderbilt, 16; a total of 480.

Nine incorporated sub-divisions of

the county developed gains as follows:

Uniontown, 2,348; Conneville, 989;

Massena, 635; Fairchance, 364;

Point Marion, 228; Emerson, 229;

Brownsville, 428; Dawson, 108; and

Pharos, 42.

Against the loss of 2,549 in the eight

farming townships enumerated there

was a total gain of 13,375 in 14 town-

ships which are partially industrial in

character, as compared with a gain of

6,615 in the purely commercial and

industrial cities and towns.

While there was thus a very pro-

nounced increase in the town popu-

lation, it was in fact only about one-

third the increase in the population of

the industrial townships. Important as

this increase is in illustrating the

growth of Fayette county's industries,

the lamentable fact revealed by the

census is the loss of 2,549 persons

from the food producing sections of

the county. It is a loss that cannot be

regarded as in any way compensated

by the gains in the towns and indus-

trial cities. It means that the prop-

er proportion between producers and

consumers is not being maintained

and that although Fayette county is

well adapted to diversified farming

and food production, the number of

persons so engaged is becoming less

and in consequence we will have to

continue to import from other sections

a very considerable part of our food

and garden products.

Because of the progressiveness of

the farmers who still continue in busi-

ness the bulk of farm products has

increased over former years but they

have not yet caught up with demand

and cannot be expected to do so while

the number of producers decreases and

the number of consumers increases.

PERVSION AND DESTRUCTION

VERSUS CONSERVATION

EXTENSIVE

THE extent to which the radical

VOTE AS THEY PRAY, IF OTHERS

CONTINUE TO PRAY.

The smoke screen the barefooters

and their personally conducted organ

are attempting to throw about the

"unhindered raid," made for political

effect in Uniontown on Tuesday, is

showing a sad lack of skill in propa-

ganda and a sadder lack of concealing

properties.

Ecstasies and hysterical protestations

that Internal Revenue Collector C.

Gregg Lewellyn and former Con-

gressman Bruce F. Sterling are not

weighted down by the burdensome re-

sponsibility of enforcing the Volstead

Act in the 23rd revenue district, and

the vehement assertions that nei-

ther of those affable and abstemious

gentlemen "have nothing to do with

the liquor traffic," are not serving the

purpose of diverting attention from

the fact, since the Maine debacle of

Democratic hopes, has become the

major issue in the revenue and the

Congressional districts which bear

the same talismanic, numerical designa-

tion.

The people hereabouts, with the

innocence of ardent seekers after the

truth, are finding this issue to be best

expressed in the oft-repeated, but as

yet unanswered, interrogatory:

Why has nothing been done to

apprehend and punish the persons

participating in and those re-

sponsible for the "mysterious

disappearance" of liquor from the

bonded warehouses of the 23rd

internal revenue district during the

past eight months?

Even if the disclaimer that has

been entered in behalf of Messrs.

Sterling and Lewellyn, that they are

without responsibility, legal or moral,

for enforcement of the Volstead

Act is accepted, it does not dispose

of the situation which has given rise

to the question the people of Fayette

county are asking with such amazing

perseverance. They understand that

the liquor is the bonded warehouses

of a revenue district is virtually held

in escrow by the government through

the collector of the district, and that

it cannot be lawfully removed, either

piecemeal or in bulk, until the tax

has been paid and the collector's re-

ceipt therefor delivered. These re-

quirements place a very definite and

weighty responsibility upon the col-

lector as custodian and accounting

agent to prevent the unlawful remov-

al of liquor in bond and to cause those

who so remove it to be apprehended

and punished.

Recalling, as most people of this

section do, that C. Gregg Lewellyn

was commissioned collector of the

23rd internal revenue district at the

instance of his next friend and polit-

ical guardian, Bruce F. Sterling, then

representative in Congress from the

23rd Congressional district, a certain

and also definite responsibility rests

upon the latter for the official omis-

sions or derelictions, if any there be,

of the former, just as conspicuous

achievements or extraordinary aid in

discharge of the collector's duties

would reflect credit upon the per-

son who had the discernment to select

him for this important post.

By the inescapable logic of the facts

and the present situation the people

of the district are now forced to look

first to Collector Lewellyn, for an-

swer to the still unanswered question:

Why has nothing been done to

INCREASED COSTS OF OPERATING THE THIRD-CLASS CITIES

Necessitated Higher Rates of
Taxation in All Except
Uniontown.

CONNELLSVILLE IS FIFTH

In Order of Those Having the Highest
Millage Per Capita Cost Less Than
Uniontown but 16 Cities Have a Bet-
ter Than Metropolis of the Year.

HARRISBURG, Sept. 17.—Increased costs of operating third-class cities in Pennsylvania caused 22 of the 35 cities of this class to increase their mill rates for city purposes in 1930, according to statistics compiled in the Pennsylvania Department of Internal Affairs and made public today by Secretary of Internal Affairs James F. Woodward. The compilation, made in the bureau of municipalities, in the department, under the direction of J. Herman Kneisely, chief of the bureau, do not include school or county taxes.

The records show that while 22 cities increased their mill rates, other cities have the same rate this year as in 1929. One city, Uniontown, with a valuation of \$10,000,000, and assessment one-third full valuation, reduced its tax rate a half mill.

While increases in tax rates were noted in a majority of the cities, there was also an increase in the assessed valuation of the third-class cities. Total assessments in all of the cities this year amount to \$850,631,567 or \$37,565,285 above the total assessment in 1929 which was \$813,066,282.

Although the assessed valuation of the third-class cities, at first glance, the figures would seem enormous, the fact remains that the assessed valuation is little more than half of the true valuation of assessable properties. At the time the Department of Internal Affairs men were gathering municipal statistics, assessors, city clerks or other city officials were asked to furnish estimates of the full value of assessable property and these estimates place the value of third-class city property in the state at \$1,649,012,954.

In only two of the 35 third-class cities of the state—Lock Haven and Chester—assessments are based on full valuation. In the other cities the assessed valuation ranges from 33 1/3 per cent to 34 per cent of full valuation.

Numerous striking examples of low assessments and high tax rates are found. In DuBois the mill rate this year for all city purposes is 20.5 mills, the highest in the state. Assessments in DuBois are based on but 33 1/3 per cent of full valuation. By basing the assessments on full valuation, DuBois' mill rate would have been 6.8 mills. By basing the assessment on full valuation and using the lower mill rate, DuBois would have collected just the same amount of money in taxes.

Connellsville's mill rate of 15 is exceeded by but four of the third-class cities, as follows: DuBois, 20.5 mills; Sharon, 18; Corry, 17; and Meadville, 16. Uniontown is one of five cities with a 13 mill rate, the other four being Altoona, Williamsport, Easton and Pittston. Twenty-six cities have rates below 13 mills.

Sixteen cities have a lower per capita tax than Connellsville which average \$7.27. Uniontown's average of \$8.16 is exceeded by nine cities, as follows: Easton, \$11.78; Johnstown, \$11.52; Erie, \$11.22; Wilkes-Barre, \$10.56; Bethlehem, \$9.90; Harrisburg, \$9.77; Corry, \$8.67; McKeesport \$8.57 and Duquesne, \$8.18.

In Connellsville, on a valuation of \$6,233,438, the mill rate for all city purposes this year is 15 mills and the assessment is 40 per cent of full valuation. Assessing at full valuation would make the tax rate only six mills. Similar conditions are to be found in a number of other cities.

Persons who make a study of tax matters are convinced that while no difference may result in the amount of taxes collected, a 100 per cent assessment means a more equitable assessment, a lower mill rate and a more business-like way of conducting municipal affairs.

The highest mill rate in the third-class cities this year is in DuBois where the rate is 20.5 mills on an assessment of 33 1/3 per cent of full valuation. The lowest rate, 7.25 mills, is in Carbondale where the assessment is 72 per cent of full valuation.

The highest per capita tax this year on all city purposes excepting poor tax is found in Easton and amounts to \$11.78, but in Easton and many other cities where the per capita is high many improvements and benefits are found which are not to be found in cities with a low per capita tax. For example, Easton and other cities with a high per capita have clean streets, sewerage systems, recreation centers, well equipped fire departments, etc., which may not be found in cities with low per capita. The lowest per capita tax, which is \$4, is found in Carbondale.

Direct taxation in the third-class cities of the state in 1929 resulted in the collection of approximately \$8,552,442, according to tabulations. In 1930 as a result of increased taxation and increased assessment, the total amount of taxes for city purposes which will be collected for the year will be approximately \$9,959,674.

Miss Wheel Home.
Miss Lynne B. Kincaid, society editor of The Courier, who spent a three-week vacation with her sister, Mrs. J. W. Smith of St. Louis, Mo., returned home last evening.

Miss Knopf Improving.
Miss Henrietta Kopf, who has been confined to her home some time with an attack of appendicitis, is improving.

DESERTED AT ALTAR, "HELLO" GIRL GIVES LOVER SOUND BEATING

Miss Mahala Harrison, McKeesport,
Effectively Two Fists on Carl
Bernard Swanson.

PITTSBURGH, Sept. 18.—Deserted a few minutes before the time for her wedding to Carl Bernard Swanson, 26, of 512 Converse street, McKeesport, Miss Mahala Harrison, 24, Tube City telephone operator, residing in 512 Butler street, changed her wedding gown for a sport suit, sent women relatives to Swanson's home for him and at her own home administered a severe beating to the luckless near-groom, using only her fists.

Swanson, it is reported, went to bed to nurse his wounds, after he had been assisted to his home by a brother, who witnessed the thrashing incident, and Miss Harrison made arrangements to resume her work in the McKeesport exchange of the Bell Telephone company. She says she believes in women defending their rights and their honor with their fists. Everything and everybody were ready for the wedding, except the man. Tuesday a shower was held for Miss Harrison. The ceremony was to have been performed at the residence of the Fifth Avenue Baptist church, by Rev. William R. Hill. It was scheduled for Wednesday.

BAPTISTS PREPARE TO OBSERVE THEIR 125TH ANNIVERSARY

Monongahela Association Will Be In-
vited to Meet Here Next Sep-
tember to Help Along.

When the Monongahela Baptist association assemblies at Mount Pleasant next week to its annual session an invitation will be extended the association to meet in the First Baptist church, Connellsville, next year to help the local church celebrate its 125th anniversary. Action toward extending the invitation was taken at a business session of the church Sunday. It is believed it will be accepted. No other church, so far as is known, has expressed a desire to entertain the association delegates.

The Connellsville church is now a part of the Monongahela association. It formerly was attached to the Pittsburgh association.

The old home week came to a formal close Sunday evening with the presentation at the church by the New World Dramatic of "The God of the Pill Bottle." The play was faultlessly given and to a crowded house.

SGT. WALLACE DIES

West Side Young Man's End Comes at
Government Hospital, New Haven.

The body of Norman Wallace of Adelaide, who died Thursday afternoon at government hospital No. 53 at New Haven, Conn., was due in the city at 1:15 this afternoon, according to a telegram received here by Funeral Director Francis J. Sticker, who will have charge.

Wallace enlisted in the Army at the outbreak of the war and was stationed at Camp Dix where he was later promoted to sergeant and placed in charge of drilling recruits. He was sent to France October 1, 1918, but the war had ended before his ship docked on the other side. He has been in the service since. He is survived by his mother, three brothers, George and Charles at home and Clarence of Cleveland. Two sisters also survive, Miss Pearl Wallace at home, and Mrs. Rose Hickman of Camden, New Jersey. The young soldier was a member of the Mount Zion Baptist church of West Side.

CONDUCTOR FOUND DEAD

Pittsburgh & Lake Erie Employee Dies
Cabooses Near Adelaide.

Robert Brown, about 50 years old, a conductor on a local freight running between Connellsville and Pittsburgh on the Pittsburgh & Lake Erie railroad, was found dead in the caboose of his train between Connellsville and Dickerson Run Thursday morning by Jack Knight, brakeman, who had been out on the train and returned to the caboose. The cause of his death is said to have been acute indigestion. Mr. Brown was taken ill after boarding his train but it was not considered serious.

Conductor Brown had been in the employ of the Pittsburgh & Lake Erie for a number of years and was well known from one end of the Youghiogheny division to the other. His home was at McKees Rocks. He leaves a widow and several children. Henry Young of East Liberty is a half-brother. Another half-brother, Archie Young, lives at Bear's Falls.

BROTHERHOOD FORMED

Lutherans of Somerset County Name
Charles Thil Its Head.

SOMERSET, Sept. 20.—A Somerset county organization of the Lutheran Brotherhood of America was formed here last week when they met and lay delegates from practically all of the Lutheran churches in the county held a conference. Attorney Charles F. Thil of Somerset was elected chairman of this new organization and Robert H. Hoffman of Somerset was elected secretary.

The meeting was featured by an address on the brotherhood idea by H. B. Gerhard, field secretary of the organization in America. Mr. Gerhard explained that the aim of the brotherhood is to arouse the men of every community to what they really should do for the good of the church.

Completing Curbing Job.
The laying of the curb on East Cedar avenue between Chestnut street and Isabella road, preparatory to paving that part of the street, is being completed. The curbing has advanced in from Schomere to Chestnut street.

Coal Freight Rates

Effective July 1, 1928.

TO EASTERN PORTS. Connellsville
Rate per Gross Ton of 2,240 lbs.

Originating District	Pittsburgh	Connellsville	Greene	Laporte
Baltimore, Md.	\$2.40	\$2.40	\$2.40	\$2.40
Chesapeake, Md.	2.30	2.30	2.30	2.30
Harrisburg, Pa.	2.30	2.30	2.30	2.30
Johnstown, Pa.	2.30	2.30	2.30	2.30
Lebanon, Pa.	2.30	2.30	2.30	2.30
New York, N. Y. (1914 St.)	2.30	2.30	2.30	2.30
New York, N. Y. (1914 St.)	2.30	2.30	2.30	2.30
Philadelphia, Pa.	2.30	2.30	2.30	2.30
Sparks Point	2.30	2.30	2.30	2.30
Stellton, Pa.	2.30	2.30	2.30	2.30
South Bethlehem, Pa.	2.30	2.30	2.30	2.30
Syracuse, N. Y.	2.30	2.30	2.30	2.30

TO ATLANTIC PORTS via P. & O.

Originating District	Pittsburgh	Connellsville	Greene	Laporte
Greenwich, local	2.30	2.30	2.30	2.30
Greenwich, export	2.30	2.30	2.30	2.30
South Amboy, F. O. B. vessels	2.30	2.30	2.30	2.30
Harrisburg, local	2.30	2.30	2.30	2.30
Greenwich, local	2.30	2.30	2.30	2.30
Canton, Md., local	2.30	2.30	2.30	2.30
Canton, Md., export	2.30	2.30	2.30	2.30

TO ATLANTIC PORTS via B. & O.

Originating District	Pittsburgh	Connellsville	Greene	Laporte
St. George for Export	2.30	2.30	2.30	2.30
Philadelphia Coal Piers	2.30	2.30	2.30	2.30
Philadelphia for Export	2.30	2.30	2.30	2.30
Curtis Bay Piers	2.30	2.30	2.30	2.30
Curtis Bay for Export	2.30	2.30	2.30	2.30

The rate from points on the Monongahela Railway in the Fair-

most group south of the Pennsylvania state line to Johnstown is \$1.40 per net ton. Rates to Johnstown from Greensburg and Latrobe groups apply respectively from point of origin to destination.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Rutledge, from points on the Potomac, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Saterburg, Pa., from points on the Southfield & Monmouth Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.

Originating District	Pittsburgh	Connellsville	Greene	Laporte
Rate per Net Ton of 2,000 lbs.	(1)	(2)	(3)	(4)
Phonon, O.	\$1.35	\$1.35	\$1.35	\$1.35
Chicago, Ill.	1.35	1.35	1.35	1.35
Cleveland, O.	1.35	1.35	1.35	1.35
Columbus, O.	1.35	1.35	1.35	1.35
Indianapolis, Ind.	1.35	1.35	1.35	1.35
Indianapolis, Ind.	1.35	1.35	1.35	1.35
Toledo, O.	1.35	1.35	1.35	1.35
Youngstown, O.	1.35	1.35	1.35	1.35
Lake Erie	1.35	1.35	1.35	1.35

TO CANADIAN BARRING POINTS

Originating District	Pittsburgh	Connellsville	Greene	Laporte
Port Maitland, Ont.	1.35	1.35	1.35	1.35
Buffalo, N. Y.	1.35	1.35	1.35	1.35

There rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in such cases before applying the rate as a basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move, then refer to the tariff naming the rate in question.

The Pittsburgh District includes points east of Latrobe and south on the Southwest Branch to and including Greensburg, but not including Brownsville on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad and southward to Dickerson Run and southwest to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Rutledge; on the Pittsburgh, Virginia & Charleston excepting points east of Dickerson Run; on the New York Central line; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Saterburg, Pa., from points on the Southfield & Monmouth Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.

Originating District	Pittsburgh	Connellsville	Greene	Laporte
Rate per Net Ton of 2,000 lbs.	(1)	(2)	(3)	(4)
Phonon, O.	\$1.35	\$1.35	\$1.35	\$1.35
Chicago, Ill.	1.35	1.35	1.35	1.35
Cleveland, O.	1.35	1.35	1.35	1.35
Columbus, O.	1.35	1.35	1.35	1.35
Indianapolis, Ind.	1.35	1.35	1.35	1.35
Indianapolis, Ind.	1.35	1.35	1.35	1.35
Toledo, O.	1.35	1.35	1.35	1.35
Youngstown, O.	1.35	1.35	1.35	1.35
Lake Erie	1.35	1.35	1.35	1.35

TO CANADIAN BARRING POINTS

Originating District	Pittsburgh	Connellsville	Greene	Laporte
Port Maitland, Ont.	1.35	1.35	1.35	1.35
Buffalo, N. Y.	1.35	1.35	1.35	1.35

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The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Rutledge; on the Pittsburgh, Virginia & Charleston excepting points east of Dickerson Run; on the New York Central line; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Saterburg, Pa., from points on the Southfield & Monmouth Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.

Originating District	Pittsburgh	Connellsville	Greene	Laporte
Rate per Net Ton of 2,000 lbs.	(1)	(2)	(3)	(4)
Phonon, O.	\$1.35	\$1.35	\$1.35	\$1.35
Chicago, Ill.	1.35	1.35	1.35	1.35
Cleveland, O.	1.35	1.35	1.35	1.35
Columbus, O.	1.35	1.35	1.35	1.35
Indianapolis, Ind.	1.35	1.35	1.35	1.35
Indianapolis, Ind.	1.35	1.35	1.35	1.35
Toledo, O.	1.35	1.35	1.35	1.35
Youngstown, O.	1.35	1.35	1.35	1.35
Lake Erie	1.35	1.35	1.35	1.35

TO CANADIAN BARRING POINTS

Originating District	Pittsburgh	Connellsville	Greene	Laporte
Port Maitland, Ont.	1.35	1.35	1.35	1.35
Buffalo, N. Y.	1.35	1.35	1.35	1.35

There rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in such cases before applying the rate as a basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move, then refer to the tariff naming the rate in question.

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The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Saterburg, Pa., from points on the Southfield & Monmouth Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.

Originating District	Pittsburgh	Connellsville	Greene	Laporte
Rate per Net Ton of 2,000 lbs.	(1)	(2)	(3)	(4)
Phonon, O.	\$1.35	\$1.35	\$1.35	\$1.35
Chicago, Ill.	1.35	1.35	1.35	1.35
Cleveland, O.	1.35	1.35	1.35	1.35
Columbus, O.	1.35	1.35	1.35	1.35
Indianapolis, Ind.	1.35	1.35	1.35	1.35
Indianapolis, Ind.	1.35	1.35	1.35	1.35
Toledo, O.	1.35	1.35	1.35	1.35
Youngstown, O.	1.35	1.35	1.35	1.35
Lake Erie	1.35	1.35	1.35	1.35

TO CANADIAN BARRING POINTS

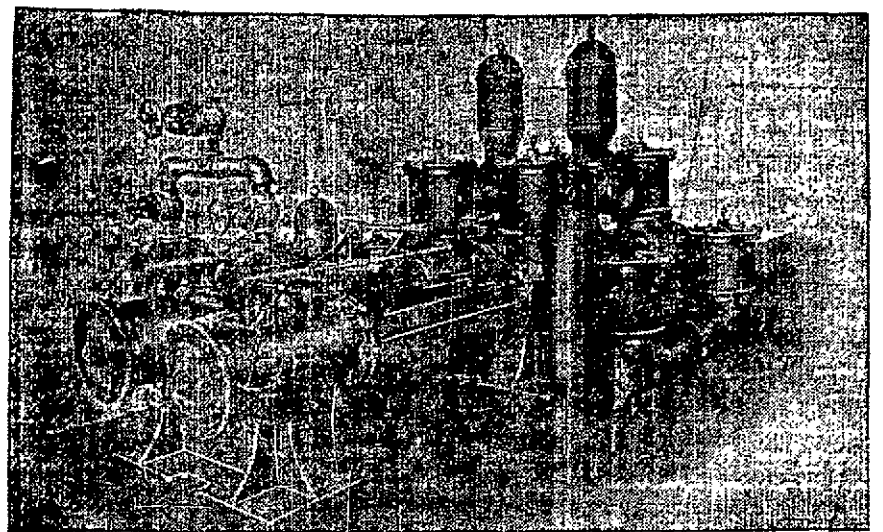
Originating District	Pittsburgh	Connellsville	Greene	Laporte
Port Maitland, Ont.	1.35	1.35	1.35	1.35
Buffalo, N. Y.	1.35	1.35	1.35	1.35

There rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in such cases before applying the rate as a basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move, then refer to the tariff naming the rate in question.

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Plants 2 and 3.....	424	Yorktown, Shoaf and Bitner.....	1,000
Colonial Coke Company,		Struthers Coal & Coke Co.,	
Sincock	150	Fairbank Works	100